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SEWING MACHINES! COPY OF THE REPORT OF THE

FLORENCE

COMMITTEE OF AWARDS, FAIR OF THE AMERICAN INSTITUTE,

NEW YORK, OCTOBER, 1865. TO THE FLORENCE SEWING MACHINE CO., FOR THE BEST FAMILY SEWING MACHINE; HIGHEST

PREMIUM GOLD MEDAL. REASONS.

1st. Its simplicity and great range of work. Its making four different stitches, viz: The Lock, Knot, Double Lock, and Double Knot. 3d. The reversable feed motion, operated by simply turning a

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5th. The rapidity of its working, and Quality of the Work 6th. Its self-adjusting tension.

REPORT OF THE COMMITTE -AT THE-

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PLORENCE SEWING MACHINE-After a careful investigation of this NEW and BEAUTIFUL MACHINE, viewing it as we do in a mechanical point of view, we consider that it is in many respects worthy of much praise, particularly of its mechanical arrangement by which the REVERSABLE motion is obtained, which is simplicity itself, and in our opinion worthy of special consideration; also, the COMPLETE and POSITIVE CONTROL OVER THE TEN-SION, as exhibited in this Machine, along with the mechanical arrangement for taking up the slack of the thread, as was shown in sewing without any alteration, and without any stoppage of Machine, from the FINEST LACE to FOUR THICK-NESSES OF LEATHER.

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Commercial Advertiser.

THE WHALE FISHERY.

Review of the Year 1865. [From the New Bolford Standard.]

The past year has been an eventful one in the whaling business, in regard to the general success, the high prices of the products, and the destruction of a large number of vessels by a British pirate long after the close of the war, and when our hardy mariners expected to pursue their perilous occupations in peace. The advance in prices, consequent upon the reduction of the fleet, both by the depredations of pirates and losses at sea, and the withdrawal of a large number of vessels within the past few years, has given a new impetus to the business, and it would be safe to predict a large accession to the fleet, if suitable vessels could be procured, notwithstanding the high cost of outfits and everything necessary to enable a vessel to start on a long voyage. With present prices, the business is profitable, even if a large amount of oil is not taken during more vessels having been added than was anticipated at the beginning of the year.

As will be seen, the stock of sperm oil on hand is reduced to a very small quantity, and the government requires nearly all that is now in first hands, to supply the light-houses the ensuing year; and with the impetus to the production of cotton goods, consequent on the revival of cotton culture at the South, and the general increase in nearly all classes of manufacturing business, there will be still further demand both in this country and in Europe. Great Britain will most certainly require 30,000 barrels of sperm oil the coming year, to keep her mills running, while this country will need as much more, yet the total supply will not be over 30,000 barrels. Therefore our importers need have no fear of accumulating stocks, even at a considerable advance in price, which we anticipate; and as no danger of a considerable increase to the fleet failing to prove remunerative need be apprehended, we hope our merchants will not be deterred from fitting vessels.

Whale oil and bone rule high, and will continue to do so, as the future supply will scarcely meet the demand for consumption. The lubricating compounds based on petroleum, so extensively used, require a proportion of whale oil in their composition, without which they would be

While the general success of the fleet has been good during the year, there have been an unusually large number of very profitable voyages completed, and large catches during single ernises. The most successful cruise ever known in the Atlantic Ocean has been that of the ship Com. Morris, of this port, which sailed hence May 10th, and at last report had taken 825 barrels sperm and 30 barrels whale oil in the short space of six months.

From present appearances there will not be a large number of vessels fitted from this port in the spring. Those in port, eighteen in number, will probably be dispatched, with the exception of one ship which is in the "law's delay," but probably not many others will be added, from present appearances, as suitable vessels cannot be bought, and the cost of building is enormous. At ruling prices, the outfits alone of a first class ship, for a full voyage, average \$45,000.

An unprecedented feature of the coming year will be the small number of vessels to return to this port, only about ten right whalers being expected in the spring, and only two or three sperm whalers are to arrive before summer. Eight whalers have been wrecked during the

year. The most vexatious feature of the business has been the villainous destruction of whaling vessels by the pirate Captain Waddell, of steamer Shenandoah, months after the close of the war. Including bark Edward, of this port, destroyed 4th December, 1864, but the news of whose capture did not reach this country till March, 1865, Waddell burned twenty-six whalers, with 1,710 barrels sperm and 4,200 barrels whale oil, of which seventeen belonged to New Bedford, one to Fairhaven, one to Warren, two to New London, three to San Francisco, and two to Honolulu. The loss falls heavily on many owners who were not insured on a war risk; and several hundred thousand dollars was paid in insurance against his depredations, which may be considered as so much loss to the whaling business.

The following is a statement of the whaling vessels, with the oil they had on board, destroyed

by	pirates during the war:		
		Bbls. Sp.	Bbls, Wh.
25	New Bedford vessels		4,150
	Fairhaven vessels		210
1	Mattapoisett vessel	710	50
- 1	Sippican vessel		ean.
1	Westport vessel		Secr
1	Edgartown vessels	250	111
6	Provincetown vessels	. 290	0.00
1	Warren vessel		100
2	New London vessels	E-60 (80.60 (80)	400
3	San Francisco vessels	. 275	150
2	Honolulu vessels	. 300	47874
-		-	
46	vessels	. 5,192	5,000
	PROF. 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		E .

The total losses to the whaling business by piratical operations, including insurance premiums, must amount to nearly if not quite three million dollars, and we hope the British government may yet be obliged to make it good. Notwithstanding the wholesale depredations

committed by the Shenandoah, our whole whaling fleet numbers only seven vessels less than it did a year ago, though many of the vessels added are schooners; and it is probable that the business has at length reached its minimum, Mattapoisett, Holmes Hole, and Warren, have ceased to be whaling ports during the last year. During the last eight years the fleet has fallen off from 654 vessels, of a total tonnage of 203,148, to 271 vessels of 68,628 tons.

The importation of catchings during the past year comprises 34,632 barrels sperm oil, 76,723 barrels whale oil, and 614,400 pounds whalebone; in 1864 the import was 65,000 barrels sperm oil, 73,000 barrels whale oil, and 780,000 pounds whalebone.

During the year 16,550 barrels of sperm oil. only 1,260 bbls. of whale oil, and 252,600 lbs. of whalebone have been exported to foreign ports, against 44,000 barrels sperm oil, 12,000 barrels whale oil, and 530,000 pounds whalebone in

The home consumption during the year has been 32,664 barrels sperm oil, 64,992 barrels whale oil, and 338,746 pounds of whalebone.

SPERM AND WHALE OIL.

CONSTANTLY ON HAND and FOR SALE Whale oil, and 338,746 pounds of whalebone. The previous year the home consumption of sperm oil was 31,818 barrels, of whale oil, 63,665 barrels, and of bone 228,834 pounds.

The stock of sperm oil on hand has greatly decreased, and the importation suring the year has come within the limits of the prediction in our statement of last year, when we said it would be less than 35,000 barrels, and the coming year it will probably be not over 25,000 barrels. The stock now on hand and on shipboard is not over 15,000 barrels. While the stock of sperm oil in England on the 1st of January, 1865, was 2.700 tons, or in round numbers 26,000 barrels, it is now only 350 tons, or 3,400 barrels.

The stock of oils and bone now held is as fol-Bbls. Wh. Lbs. Bone. New Bedford 4.156 65,400 13,670 900 580 New London..... 1,000 117,800 New York..... 2,000 5,800 17,150

Of the whalebone there is held in New Bedford 24,900 pounds Arctic, 11,000 pounds Ochotsk, 22,000 pounds Davis Strait, 3,500 pounds Northwest, and 7,000 South Sea; in New York 79,500 pounds Arctic, 7,000 pounds Ochotsk, 7,300 pounds Davis Strait, 7,500 pounds Northwest, and 16,500 pounds South Sea; in New London 1,000 pounds Davis Strait; and in Boston 6,000 pounds humpback.

The stock on hand a year ago was 20,382 bar-

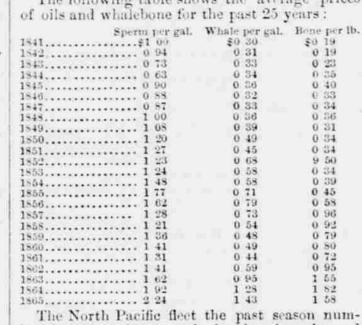
rels sperm oil, 6,679 barrels whale oil, and

170,146 pounds bone. The importation of whale oil during the coming year will be from 60,000 to 70,000 barrels, and of whalebone from 600,000 to 650,000 jounds, the quantity of bone taken last season having been greater than usual in proportion to

With these facts, and taking into consideration that the manufacturers of crude oil have very small stocks on hand, an increase in prices may confidently be anticipated.

The fluctuations in the prices of whaling staples have been considerable during the year. Sperm oil commenced the year at \$2 10 per gallon, rose to \$2 40 in February, and declined to \$1.80 in July, since when it has gradually risen, and the year closed with the price at \$2.48-the highest price ever known. Whale oil opened at about \$1 50, rose to \$1 60 at the last of January, fell until June, when it reached \$1.05, and came up again until the first of October, when it sold for the unprecedented rate of \$1.70 per gallon. It has since declined to \$1.60. Arctic whalebone commenced the year at \$2 10 per pound, and in May had fallen to \$1 324. From this price it rose, and from the latter part of August through September and October ruled a cruise, and the past season our merchants have | at \$2.25. The last sale reported was at \$1.60. fitted out an unusually large number of vessels | Ochotsk, Northwest and Southern bone have compared with the total number of the fleet, sold at prices correspondingly lower. There was a sale of Davis Strait bone in January at \$2 20 per pound, and one in November at \$2. The average price of sperm oil for the year was \$2 243 per gallon, of whale oil \$1 431 per gallon, of Northern bone \$1 621 per pound, of Southern bone \$1 33, and of whalebone of all kinds \$1 581. Oils were never so high, but the aver. age price of bone last year was \$1 821.

The following table shows the average prices of oils and whalebone for the past 25 years:



The North Pacific fleet the past season numbered seventy-three vessels, besides those burned by the Shenandoah, sixty-three in the Arctic Ocean and ten in the Ochotsk Sea, and considering that the whole month of July was lost, while the ships secreted themselves in order to escape from the Shenandoah, and that several vessels were sent south with the crews of the pirate's prizes, the catch was remarkably good, averaging, as far as heard from, 684 barrels, an increase of 174 per vessel from the average of the previous year. Leaving the vessels sent away by the Shenandoah out of the calculation, the average is brought up to 728 barrels.

The weather in the Arctic was very good, with little ice, but two ships were lost, one by running on an unknown shoal, and the other by collision with an iceberg. Fifty-six vessels of the Arctic fleet have been heard from, averaging 687 bbls. In the Ochotsk sea the whales were shy and wild; yet seven vessels which have arrived down have made an average catch of 647 barrels.

But when the piratical operations of the Shenandoah are considered, the past season in the North Pacific Ocean proves to be a very unsuccessful one, the average catch for all the vessels of the northern fleet, including those destroyed by our neutral British brethren, being only 513 barrels. Happily there is no prospect of further piratical depredations, and we look forward in the hope that the disasters of the past season may be made good by future successes.

The following table gives the number of vessels engaged in the North Pacific fishery for the last 21 years, and the average quantity of oil Oregon Salmon, Clear Starch

П	GURCII.				
ì	1845163	vessels	nverag	ed 953	barrel
1	1846292	44	44	869	44
4	1847177	(46.)	660		84
1	1848159	(66)	6.6		86
1	1849.,155	44	44		
1	1850144	64	66		
d	1851138	44	66	626	
1	1852.,278	(66)	44.		44
	1853238	465	14	913	
1	1854232	HC:	940	794	
J	1855.,217	440	660	873	4.
1	1856 178	4.7	685	822	44
1	1857 143	64.	44.	796	
Ί	1858196	14	44	620	
1	1859176	.44	66	505	
1	1860120	34	44	518	44
ı	1861 76	HC:	84	724	44
ı	1862 39	1891	340	861	144
ı	1863 55	(440)	66		161
1	1804 88	1961	641	510	.44
1	1865. 84*	66	14	513	
1					

* Ten vessels are yet to be heard from. The Hudson's Bay fleet was again unsuccessful last year, and all the vessels left there at the close of the season, going to Cumberland Inlet, where the prospect was more favorable. The fleet, including two or three vessels cruising in Baffin's Bay, numbered twenty-two, and the average catch was 321 barrels. The average the previous year, of twenty vessels, was 274 barrels. The number of vessels now wintering in the Greenland region is eight, while last year there

The sperm whaling fleet in the North Atlantic Ocean numbered ninety vessels, and the catch averaged but 128 barrels, the Western ground having proved a failure, The vessels from Provincetown, twenty-six in number, mostly cruised in the region of the Gulf Stream, and have been more fortunate, taking 4,120 barrels sperm and 3,000 barrels humpback oil, nearly half the entire catch, averaging 158 barrels sperm and 115 barrels humpback oil, while sixty-four vessels from other ports took only 7,430 barrels of sperm oil. The fleet in the North Atlantic will not be so large the coming year. Although the number from Provincetown will be greatly increased, the larger vessels from other ports are proceeding to the Pacific and Indian Oceans, materially reducing the aggregate.

Very few sperm whalers have cruised in the Indian and Pacific Oceans, but most of them have met with good success.

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Has Just Received Per Javenta, from Puget Sound,

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LUMBER!

5.496 feet 2x 3 | 8.116 feet 4x10 9.652 feet 4x12 10,080 feet 2x 6 9,259 feet Sx S 6,279 feet 2x S 11,123 feet 10x10 6.294 feet 2x10 8.688 feet 2x12 | 20,146 feet 12x12 5.251 feet 3x 4 11,045 feet 13 inch. 16,000 feet 1 inch. 14.230 feet 3x10 16,334 feet 3x12 300 feet 4x6 1.733 feet Surface Siding.

35,300 feet Tong'd and Groov'd Flooring.

11,464 Pickets.

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Advertisements.

NOTICE.

HAVE FULLY EMPOWERED Mr. JAS. rary absence to California. S. H. DOWSETT. Honolula, Feb. 16, 1866.

Administrator's Notice. THE UNDERSIGNED HAVING BEEN duly appointed Administrator of the Estate of PRESTON CUMINGS, late of Kona, Hawaii, deceased; hereby gives notice to all those having claims against the Estate to present the same on or before the 1st day of MAY, A. D., 1866, and those indebted to the Estate will please make immediate J. W. AUSTIN, Administrator.

FOR SALE!

Honolulu, Feb. 22, 1866.

A Steam Engine! WITH PATENT REGULATOR, 6 INCH TRIFUGAL MACHINES; built, and may be seen at the HONOLULU TRON WORKS Co. TERMS REASONABLE.

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BRASS RIBBED WIRE CLOTH, FOR CENTRIFUGAL MACHINES, And Cart Axles, 4 and 2 inch, with hubs and

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A Superior Assortment of Fresh Meats in Tins! All New Stock and of the Best Quality. Roast Beef, Boiled Beef Roast and Boiled Mutton Roast and Boiled Veal Beef and Gravy Assorted Meats, Roast Chicken, Roast Turkey Sausage Meat, Mince Meat Soup Boullie Vegetable Soups English Soups, assorted.

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Blue Wefted Bengals. White Wefted Bengals. Ladies' Trimmed Felt Riding Hats,

27 Inch Silk Pongee. LIGHT AND HEAVY 40 INCH BAGGING. FANCY CARPETING!

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Which will be Sold Very Low. Consisting of Fancy and Brown Windsor Soap, Large asseriment of Lubin's, Gosnell's and Price's Best Extracts. Shaving Cream, Tooth Paste, Persian Compound for scenting Clothes in drawers,

Gospell's celabrated Aromatic Eau de Cologne. ASSORTED HAIR BRUSHES! HAIR OILS AND POMADES, &c., &c., &c., &c. 505-3m

Domestic Produce.

NUUANU PLANTATION.

24 MILES FROM HONOLULU. J. H. WOOD, PROPRIETOR. OFFERS FOR SALE HIS PRESENT CROP Of Sugar and Molasses!

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WALKER, ALLEN & CO., LAHAINA SUGAR CO.

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Sugar and Molasses, FROM THE ABOVE PLANTATION FOR WALKER, ALLEN & Co.

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Sugar & Molasses FROM THE

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HARD SUGARS, AND First and Second Molasses!

Sugar and Molasses FROM THE ABOVE COMPANY'S MILLS

Sugar and Molasses! THE ABOVE MILLS FOR SALE in quantity to suit by WALKER, ALLEN & Co., Agents.

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WAIALUA PLANTATION. Sugar and Molasses, TROM THE ABOVE PLANTATION FOR

SUGAR AND MOLASSES From PIONEER MILLS, LAHAINA! CROP COMING IN AND FOR SALE IN

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GROP COMING IN AND FOR SALE IN

NEW CROP NOW COMING IN.

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